

INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR 6 December 1955

SUBJECT East German Ministry of Traffic

NO OF PAGES 23

PLACE
ACQUIRED

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(LISTED BELOW)

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DATE OF
INFO.

SUPPLEMENT TO
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THIS IS UNEVALUATED INFORMATION

1. The different departments of the GDR Ministry of Traffic in East Berlin were located as follows:

a. 33 Voss-Strasse:

Office of the Deputy Minister and Secretary of State Sczopecki
Main Administration for Operations and Traffic
Main Administration for Rolling Stock.

b. 42 - 43 Taubenstrasse:

Office of the Minister of Traffic and his Secretariat, Soviet Adviser
Deputy Minister Menzel
Political Administration
Complaints Department
Press Department
Central Transport Committee.

c. Krausenstrasse (number undetermined):

Deputy Minister Lindemann
Main Administration for Railroad Repair Shops
Main Administration for Track Installations
Main Administration for Safety and Telecommunications Installation
Control Department
Auditing Department
Central Cadre Department
Accounting Department
Finance Department
Budget Department
Planning Department
Statistical Department
Organizations Department
International Affairs Department
Legal Department
Classified Materials Department
Department in Charge of Railroad Schools.

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d. 41 Rathausstrasse:

Deputy Minister and Secretary of State Weiprecht
Main Administration for Motor Traffic
Main Administration for Highways
Administrative Department.

e. Klara-Zetkin-Strasse (number undetermined):

Deputy Minister and Secretary of State Salomon
Main Administration for Shipping
Main Administration for Waterways.

- f. In recent conferences attended by the deputy ministers and the chief of main administrations, it was repeatedly stressed that all agencies of the Ministry of Traffic including the schools run by it should be transferred from the vicinity of the zonal boundary to the edge of East Berlin. Karlshorst was mentioned in this connection as a suitable location for the various offices of the Ministry of Traffic. No suitable buildings were found at Karlshorst, however. The offices on Voss Strasse were the first offices scheduled to be evacuated. 25X1
all the other ministries in East Berlin were also 25X1
planning to move to places farther away from the zonal boundary.

In connection with these plans, a school run by the Ministry of Traffic at Berlin - Lichtenberg was closed on 1 June 1955. The two schools run for the Main Administration for Motor Traffic in Leipzig and for highways in Erkner were merged on 1 July 1955 and transferred to Zabeltitz. The students attending these courses are to be prevented from going to Berlin and visiting the western sectors of the city.¹

2. The Table of Organizations of the Ministry of Traffic as confirmed by the State Planning Commission on 9 July 1955, was as follows:

a. Minister of Traffic	Personnel Strength
Secretariat	7 persons
1 personal assistant	
1 technical assistant for railroads	
1 assistant for motor traffic and highways	
1 assistant for shipping	
1 female secretary	
1 typist	
1 auxiliary typist	
1 auxiliary typist	
Deputy Ministers	6 persons
Menzel	
Sczcepecki	
Lindemann	
Salomon	
Weiprecht	
the name of one deputy minister not known to source.	
Central Departments	
Bureau of the Minister	20 persons
Complaint Department	2 "
Control Department	10 "
Auditing Department	15 "
Press Department	6 "

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Central Cadre Department	15 persons
Accounting Department	20 "
Finance Department	25 "
Budget Department	14 "
Planning Department	20 "
Statistical Department	12 "
Organizational Department	21 "
Classified Materials Department	8 "
International Affairs Department	20 "
Central Transport Committee	2 "
Legal Department	10 "

Total	233 persons
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Deputy Minister Menzel:

Political Administration of the Deutsche Reichsbahn	35 persons
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Deputy Minister and Secretary of State Sozopecki:

Main Administration for Safety and Telecommunications	30 persons
Main Administration for Operations and Traffic	150 "
Main Administration for Rolling Stock	180 "
	<u>360 "</u>

Deputy Minister Lindemann:

Main Administration for Railroad Repair Shops	120 persons
Department in charge of schools	10 "
	<u>130 "</u>

Deputy Minister:
(Post not filled at present)

Main Administration for Track Installations	90 persons
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Deputy Minister and Secretary of State Salomon:

Main Administration for Shipping	55 persons
Main Administration of Waterways	55 "
	<u>110 "</u>

Deputy Minister and Secretary of State Weiprecht:

Main Administration for Traffic	60 persons
" " " Highways	60 "
Administration Department	140 "
	<u>260 persons</u>

1,218 persons	1
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- b. The position of the deputy minister in charge of the Main Administration for Track Installations is not filled at present. Freitag (fnu), at present chief of the Main Administration for Track Installations apparently has the greatest chance of becoming deputy minister.
- c. It was learned that the 1955 budget of the Minister of Traffic included an item of 10.9 million DME to be paid for wages and salaries. No allowance was made for a special bonus which is paid once a year to all railroad personnel who have served for two years. Within the Ministry of Traffic, this bonus was due to about 800 persons and the total amount to be paid for it was about 230,000 DME. It was learned that the so-called "Stellenplankommission" (Commission in charge of Table of Organization) had been ordered by the government to work out new wage schedules for the entire GDR. The aim of the new schedules was to guarantee equal pay for equal work all over the zone. Effective immediately, no individual contracts were to be concluded with administrative personnel. It was also rumored that salaries were going to be cut. Thus, for example, Schlimper, Chief of the Main Administration for Motor Traffic [redacted] had been transferred from wage category E 2 to wage category E 3. The salary in the E 2 category was 2,100 DME before taxes plus an untaxed bonus of 1,000 DME. A salary of 1,800 DME was paid in the E 3 category in addition to a special bonus of 700 DME. It was also known that the personnel of the Designs Bureau for Highways was to be cut from 57 to 36 employees.
- d. [redacted] plans have been made to the effect to split up the Ministry of Traffic into a Ministry of Railroads and a Ministry of Traffic proper. No agreement had allegedly been reached about the assignment of the Main Administration for Air.² It was believed that the Ministry of the Interior was making preparations for the establishment of a Main Administration for Air. VP Oberrat Miessling was chief of Schoenefeld Airfield. [redacted]
- e. After sovereignty was given to the GDR by the Soviets, three Soviet advisors remained attached to the Ministry of Traffic. One of these advisors was Tolstikh (phonetic spelling) (fnu) [redacted]
- The translator working for Tolstikh was Michael Nitschke [redacted]
- f. A special committee consisting of the Ministry of Traffic and all deputy ministers held meetings about every two weeks in the office on Taubenstrasse. The Soviet advisors also attended these meetings.

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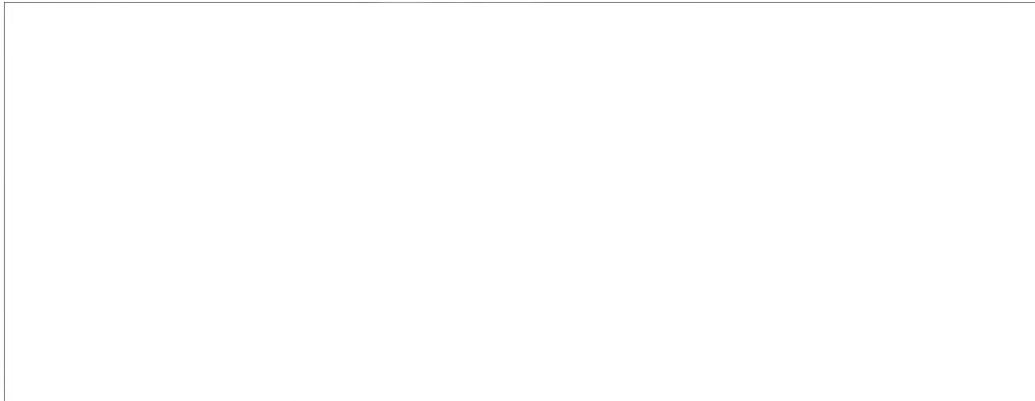
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4. The following missions were assigned to the Budget Department: 25X1

- a. Drawing up of the entire budget of the Ministry of Traffic, control of expenditure and settling of accounts every month and every three months, analysis of the financial side of the fulfilment of production plans.
- b. Giving of information to subordinate agencies in budget matters. Every month conferences attended by about 60 budget experts were held in the conference room of the Ministry of Traffic on Krausenstrasse.
- c. Drawing up of the annual initial and final balances (Eroeffnungs- and Schlussbilanzen). 25X1
- d. Control on the spot of expenditures made by subordinate agencies.
- e. Almost every day the chief of the budget department conferred with the minister, his deputies and chiefs of the individual main administrations on finance and budget matters. About twice a month a conference of budget experts from all over the GDR took place at the Ministry of Finance. 25X1

5. Miscellaneous data on missions assigned to various departments of the Ministry: 25X1

- a. Bureau of the Minister:
As far as was known, this bureau was charged with special missions. In late June 1955, the planned construction of a new railroad line across Lake Templin near Potsdam, was divulged by Keul, chief of the Main Administration for Waterways. This project was said to be connected with the Berlin Outer Freight Ring. Construction work on the new line was started on 1 July 1955 and the project is scheduled to be completed by the spring of 1956. A railroad bridge was scheduled to be built across Lake Templin. The Main Administration for Shipping was ordered to provide dredges and cranes for this railroad construction project. All construction projects connected with shipping were to rank in importance behind this railroad project.
- b. The Complaints Department received all complaints from the East German public. The complaints were forwarded for further action to the departments involved.

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- c. The Control Department received special missions from the SED Central Committee. It was learned that between February and May 1955, coal consumption in the Cottbus Area was to be checked in cooperation with the Ministry for Machine Construction.
- d. As far as was known, the Auditing Department controlled only subordinate agencies. Auditing operations at the Ministry of Traffic itself were conducted by representatives of the Ministry of Finance, usually every three months.
- e. The political administration of the Deutsche Reichsbahn has representatives attached to all RBDs, the railroad offices (RBAs) and all the 28 railroad repair shops (RAWs). In the section of motor traffic, highways, and shipping, political work is in the hands of SED secretaries who receive their directives from the political administration of the Deutsche Reichsbahn. It was rumored that the political administration caused 10 engineer at Leuna (?) to be arrested because of sabotage in June 1955. These engineers were allegedly charged with having added sand to gasoline.

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- b. Details from the 1955 budget of the Ministry of Traffic:
It was learned that the budget envisaged an expenditure of approximately 260 million DME plus a total of 284 million DME for maintenance work on highways and bridges in the individual Bezirke and Kreise. In detail the following expenditure was envisaged:

Ministry of Traffic	13.2	in million
Political Administration	0.9	"
Evening Courses	4	"
College in Dresden	8	"
Autobahn Administration in Halle	12.5	"
Administration of Waterways	40	"
KTA Dresden	1.8	"
Projects and Preliminary Projects	20.5	"
Leipzig-Mockau Airfield	0.7	"
Three Designs Bureaus	12	"
Central Technical Bureau Berlin	4.3	"
Research Institute of the VEW Berlin	1	"
Preliminary Plans	2	"
Transport Agreements	25	"
Engineer Depot Oybin	0.045	"
SSUB (Working Capital only)	12	"
Shipping	3.2	"
Railroad Traffic Enterprises	72	"
Bauunion Eisenbahn	3.2	"

Total 236.345 "

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The last four items of the tabulation must be considered as loans given for the procurement of materials. These loans must be paid back by the end of 1955.

It was known that a sum of approximately 900,000 DME was made available from extra-budgetary means for the coverage of Mitropa losses.

c. Control of the transfer of net profits of the VEW:

It was known that the VEW was scheduled to transfer net profits to the amount of 270 million DME in 1955. Actually, however, only 10.3 percent of the sum was transferred by 12 July 1955.

At the traffic conference held in Leipzig in about February 1955, the Minister of Traffic stated that an additional 20 million DME over and above the 270 million DME scheduled were to be transferred as net profits to the state budget. It was believed, however, that this plan was completely unrealistic. The 24 SSUBs and the four construction enterprises existing in Berlin, Potsdam, Greifswald and Dresden were scheduled to transfer net profits to the amount of 4 million DME in 1954. In 1955, preliminary plans envisaged that these enterprises should transfer a net profit of 6 million DME. According to a plan approved by the GDR Council of Ministers, the net profits to be transferred by these enterprises were further raised to 12 million DME. It appears that the latter sum is completely unrealistic and that the enterprises involved will hardly be able to make profits exceeding 6 million DME. According to plans made for 1955, the Deutsche Reichsbahn had to transfer to the state budget net profits to the total amount of 90 million DME. This sum was raised by the GDR Council of Ministers to 190 million DME. This sum was raised by the GDR Council of Ministers to 190 million DME. It appeared impossible, however, that this sum could be transferred in view of the financial plight of the Reichsbahn. It was known that the Minister of Traffic had to explain the non-fulfilment of financial plans personally.

7. International Traffic Conference in East Berlin.

Between 1 and 31 July 1955, a traffic conference was held at Hotel Johanneshof in East Berlin. This conference was attended by representatives of the GDR, the USSR and all Satellite countries.

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8. Highway tariffs in force in intra-zonal traffic. It was learned that Seiffert, chief of the Traffic Department, negotiated

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on the highway tolls imposed on vehicles using GDR highways and Autobahns. One Tschanke, referent of the Main Administration for Highway Traffic and one Clauditz, a technical referent of the same administration also participated in these negotiations. It was learned that one Franke, who worked for the SSD, also took part in these negotiations.

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It was known that all receipts from highway tolls were transferred to the Ministry of the Interior and were not used for the maintenance of highways.

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9. At the Budget Department a secret account which carried No 482 was kept. This account was used for the traffic agreement concluded between the USSR and the GDR in 1952 on the re-purchase of railroad material seized by the Soviets at the end of the war. It was believed that this material almost exclusively included worn-out and obsolete material such as locomotives, freight cars and

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passenger cars. A large amount of this railroad material which was returned by the Soviets could only be used as scrap.⁶ It was also known that Minister Kramer in about early 1954, conducted negotiations in Moscow with the aim to modify the agreement. Kramer wanted the Soviets to recognize East German claims for transport services rendered. It was remembered that the USSR demanded from the GDR a payment of approximately 200 million DME for railroad material returned to East Germany.

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It was learned that payments owed by the GDR to Poland and Czechoslovakia were given priority over the payments due to the USSR. No money was available to the GDR Ministry of Finance in April 1955, and therefore all payments except for the payment of wages had to be stopped.

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It was believed that the GDR still owed the USSR a sum of 100 million DME after the payment of the remaining 4 million DME has been made. It was believed that no interest was due on the money owed to the Soviets.

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10. An extra budgetary item of 900,000 DME was earmarked for the compensation of Mitropa losses in 1955. These losses resulted from price differences for food served in dining cars

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11. Damages caused by floods in the Plauen, Chemnitz, Dresden and Halle areas 1954 amounted to 100 million DME. The ministry had originally planned to make available money from the budget reserves for flood relief purposes. These plans were cancelled, and also the GDR Council of Ministers did not make special funds available for flood relief. Because of this situation, all repair work in areas hit by floods was discontinued in October 1954.

12. Soviet

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Army maneuvers had caused damage estimated at approximately 10 million DME in the Dresden, Wittenberg and Halle areas during the first 4 months of 1954. It was believed that the actual damage was much higher. The damage was mainly done during river crossing exercises of Soviet engineer units. It was believed that damage was also caused by Soviet maneuvers on highways and bridges. It was remembered that the chiefs of the Traffic Departments of the Bezirke in Thuringia and in Cottbus had complained very frankly about damage caused to highways and highway bridges in the course of Soviet maneuvers. The officials involved also pointed out that they had no funds to pay for the repair of this damage.

13. The office buildings on Vossstrasse, Taubenstrasse and Krausenstrasse were guarded by members of the transportation police. The members of this organization wore dark blue uniforms and were armed with carbines. The office buildings on Clara-Zetkin Strasse and Rathausstrasse were posted by guards, the so-called "Betriebsschutz B". From 300 to 400

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employees and officials of the GDR Minister of Traffic belonged to the so-called "fighting group"; most of them were SED member, and 10 percent of them were women. It was learned that all members of the "fighting group" were ordered to buy themselves blue mechanics overalls fitted with zipper fasteners. Such an overall costs 26 DME. No information was available on the armament of the "fighting groups". It was known, however, that firing exercises were held each Saturday and Sunday. The leader of the "fighting group" of the Ministry of Traffic was Thiele, chief of the Legal Department. Other leading members of this organization were SED Secretary Naab, one Urban (assigned to the Main Administration for Highway Construction) and one Gutenberg (assigned to the Planning Department at the Main Administration for Motor Traffic).

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1. [] Comment. These data on the organizational set-up of the Ministry of Traffic agrees with previous information. [] 25X1
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2. [] Comment. This information is obtained for the first time. The planned reorganization, if executed, would follow the Soviet pattern. 25X1
3. [] Comment. KieSSLing is known to be the chief of the Schoenefeld - Diepensee Airfield. 25X1
4. [] Comment. Soviet advisers attached to the Ministry of Traffic include General Voronichev (fnu) and Colonels Tarasov (fnu) and Tolstikh (fnu). 25X1
[] 25X1

Note: Kampfgruppe.

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5. [REDACTED] 25X1
6. [REDACTED] Comment. This information refers to the current construction of a railroad line between Saarland and Garm, which is designed to close the last gap in Berlin Outer Freight Ring. It is believed that this line, which will cross Lake Templin will not be completed before 1957. [REDACTED] 25X1
7. [REDACTED] Comment. Information on this traffic conference was transmitted previously. [REDACTED] 25X1
8. [REDACTED] Comment. Between 1951 and 1953, former German rolling stock which was seized by the Soviets in 1945 was returned by the USSR for Payment. The material included 186 electric locomotives, about 100 railroad cars of the Berlin elevated train system and approximately 40,000 freight cars of various types. 25X1
9. [REDACTED] Comment. The present report which gives a good survey of the organizational set-up of the Ministry of Traffic, [REDACTED] 25X1
and the essential missions of its individual main departments, confirms and supplements available information. 25X1

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